

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

FRIDAY, July 27—6 P.M.
In some of the leading railroad stocks to-day there was more activity, but prices remain unsettled. Reading was in demand at a slight improvement in market value, and at the close it was quite firm. Erie was sold to some extent, but the stock was forced out by holders and not called out by buyers. Prices are weak, and the market is evidently sustained with difficulty. Cumberland has for some days been steadily declining. The President, Mr. McAdoo, has just returned from the mines, and makes a favorable report. He has been on a visit with a party of gentlemen to the company's property at Chambersburg, and we understand that all were much pleased with the position of things. Nicaragua Transit is one of the firmest stocks on the list. We learn that the company intend making a report in about ten days, and that it will be highly favorable. New York Central Railroad has not advanced much in view of the division. Very few believe it has been earned, and we agree with them in that belief. We have not made faith in railroad reports, or in the effect of dividends declared and not earned. There are some letts in this community who are credulous enough to believe that the highly honorable and respectable gentlemen who manage our railroads would not distort or doctor a report for the sole purpose of deceiving their stockholders and the public at large, but our experience has been such that we believe them capable of anything. It is for their interest, and they are actually paid to make all sorts of misrepresentations. Those who purchase rail road stocks on the official reports of earnings and expenditures, on the strength of dividends reported to be paid out of the net income, are generally glad to sell, without realizing the immense advance their imaginations figured up.

At the first board we saw California's advanced 1 per cent; New York Central bonds, 4; Cumberland Coal, 1; Erie Railroad, 4; Reading advanced 1 per cent. Erie is sold at 185; New York Central Railroad, 5; Illinois Central Railroad has been operated in to some extent within the past two or three days, but prices are well sustained. Western railroad stocks have been much neglected lately. Railroad bonds and State stocks have become active again at advancing rates.

After the adjournment of the board the following sales of bonds and stocks were made at auction by Simons Draff:

\$4,000 Shreve R. & I. 1st mortgage, int. added, .89
4,000 Ohio and Mississippi R. & I. 2d mortgage, do., 82
1,000 Illinois Central mortgage bonds, do., 84
100 San Joaquin & Mississippi R. do., 142
50 do. Marine & Fire Co., 78
50 do. Commercial & Hudson Canal Co., 78
50 do. Commonwealth Bank, 66

At the second board the market was a shade or two better. Erie advanced 4 per cent; Nicaragua Transit, 1; Virginia, 1; Panama, 1. The two most active stocks on the list were Nicaragua and Reading, and both sold at higher prices. Erie was very dull and heavy. Illinois Central Railroad fell off a per cent.

The transactions at the Assistant Treasurer's office to-day were as follows:

Paid on Treasury account \$164,811 63
Received on Treasury account 36,455 91
Balance on Treasury account 2,497,332 94
Paid for Army Office 63,581 78
Paid on Disbursing Checks 33,421 03

The receipts to-day include \$50,000 from Dubuque. This leaves a balance of \$258,435 07 derived from dues on customs, which indicates a very large import to-day.

The warrants entered at the Treasury department, Washington, on the 25th instant, were as follows:

For the Treasury department \$16,681 63
For the Interior department 4,994 91
For the Customs 112,598 92
War warrants received and entered 8,500 00
War repay warrants 2,400 00
Covered in from Customs 2,145,777 00
Covered in from miscellaneous sources 614 87

The Waterbury and New Haven Railroad have declared a dividend of three and a half per cent, payable in cash when the mortgage bonds of the company to a sufficient amount are sold at par, or at the stock holder's option in stock, in even sums of one hundred dollars, or bonds in even sums of five hundred dollars.

The net earnings of the company for the year were \$152,752 21

The assets of the company amount to \$2,324,466 91

The liabilities are:

Capital \$37,428 19
Paid-in Capital 529,466 92
Borrowed debt 325,446 92
Dividends unpaid 238 00
Individual accounts 167 00

Total 2,225,196 65

Surplus, June 1, 1855 \$99,250 06

The present funded debt of the company becomes due yearly instalments—the floating debt between the present time and March, 1857. To provide for the payment of these two descriptions of debt a resolution was passed, at the meeting of the directors held June 28, for including all previous mortgages and bonds, and the floating debt, is a new mortgage of \$800,000. Bonds under this new mortgage are to be issued from time to time as they may be needed. To provide for the establishment of a sinking fund, to be formed by a semi-annual contribution of at least 1½ per cent per annum of the whole funded debt of the company, equal to \$10,000, which will pay off the debt within the time in which it will mature.

The tolls received upon the canals of this State for the third week in July and for the season were as follows:

Tolls week in July \$78,766 61
Tolls period in 1854 58,559 54

The aggregate amount received for tolls from the commencement of navigation to July 23, inclusive \$1,166,942 91

Decrease in 1854 \$160,582 96

The Rutland (Vt.) Herald notices a case recently argued in the Vermont courts, being an application of Frauds Corning and others for foreclosure of a second mortgage on the Rutland and Washington Railroad. The plaintiffs asked for an injunction, a receiver, and a foreclosure. The defendant contended that the application was the result of a collusion between certain creditors of the company and the Albany and Northern Railroad, for the purpose of securing the control of the Rutland and Washington Railroad to the Albany and Northern, which would be prejudicial to the Rutland and Washington. There were also other grounds of defense offered. The interests on the first mortgage bonds had not been paid since the commencement of the suit, and the holders of these latter bonds asked for an injunction against the second mortgage holders. The Chancellor decided that no receiver could be appointed on the application of the second trustees, against the first trustees, but that the trustees of the first mortgage were entitled to the possession of the road.

In relation to the dividend just declared by the New York Central Railroad Company, the Albany Journal says:

This dividend is payable on the 20th of August. As a large amount of money belonging to the Central is in the offices of Western and Eastern roads, and stock tickets over the Central, and as the date of payment of July 28 is not available for the payment of dividends on the first of February and August, the Board has established a rate which will be the r. d. dividend, to avoid confusion on the 1st of each month (as may happen, to avoid confusion on the 1st of each month).

July 28 will be the date after paying interest on bonds, dividends on stock, and paying all expenses, and a few per cent dividends.

The stock of the Central Railroad for the last six months has been highly satisfactory, as a table that is now before the Board shows.

The dividends of the Central Railroad, for the last six months, will be paid after paying interest on bonds, dividends on stock, and paying all expenses, and a few per cent dividends.

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